

Titanic, Giant White Star Liner, Sinks After Collision With Iceberg on Her Maiden Voyage, and 1,800 Lives Are Reported Lost in World's Greatest Marine Disaster

WIRELESS CALLS SEND VESSELS RUSHING TO AID OF SEA COLOSSUS

Through the Night They Drive With Full Speed to Reach Titanic.

MEANTIME, WORLD WAITS IN AGONY OF SUSPENSE

Rescuing Liners Arrive Too Late, and Biggest and Most Luxurious Ship in World Goes Down, Carrying Hundreds of Passengers and Crew, Icebergs Making Mock of Science, Which Had Given of Its Best to Make This Sea-Palace Indestructible and Unsinkable.

New York April 15.—The Titanic, of the White Star Line, the biggest and most luxurious ship in the world, lies at the bottom of the sea just south of the Grand Banks of Newfoundland and 600 miles southeast of Halifax.

On her maiden voyage, the colossus of the steamships shattered herself against an iceberg. Nothing availed to keep her afloat. The science of shipbuilding prevails against winds and weathers, but the mighty steel ocean-goers of the twentieth century are as much at the mercy of fogs and ice as were the bottoms of a hundred years ago. Staggering in the ice field, into which she had driven at great speed, the Titanic sped calls after the hurrying liners of the upper roads—the Cunarder Carpathia, the Virginian and the Parisian, of the Allan Line, the great Baltic, the Good Samaritan of the Atlantic, and the big Germans that were powering their way between the continents. And the wireless once more proved its worth, for the Carpathia and the Virginian, while in their course, sped across the night, venturing unknown dangers, and raced to the disabled vessel.

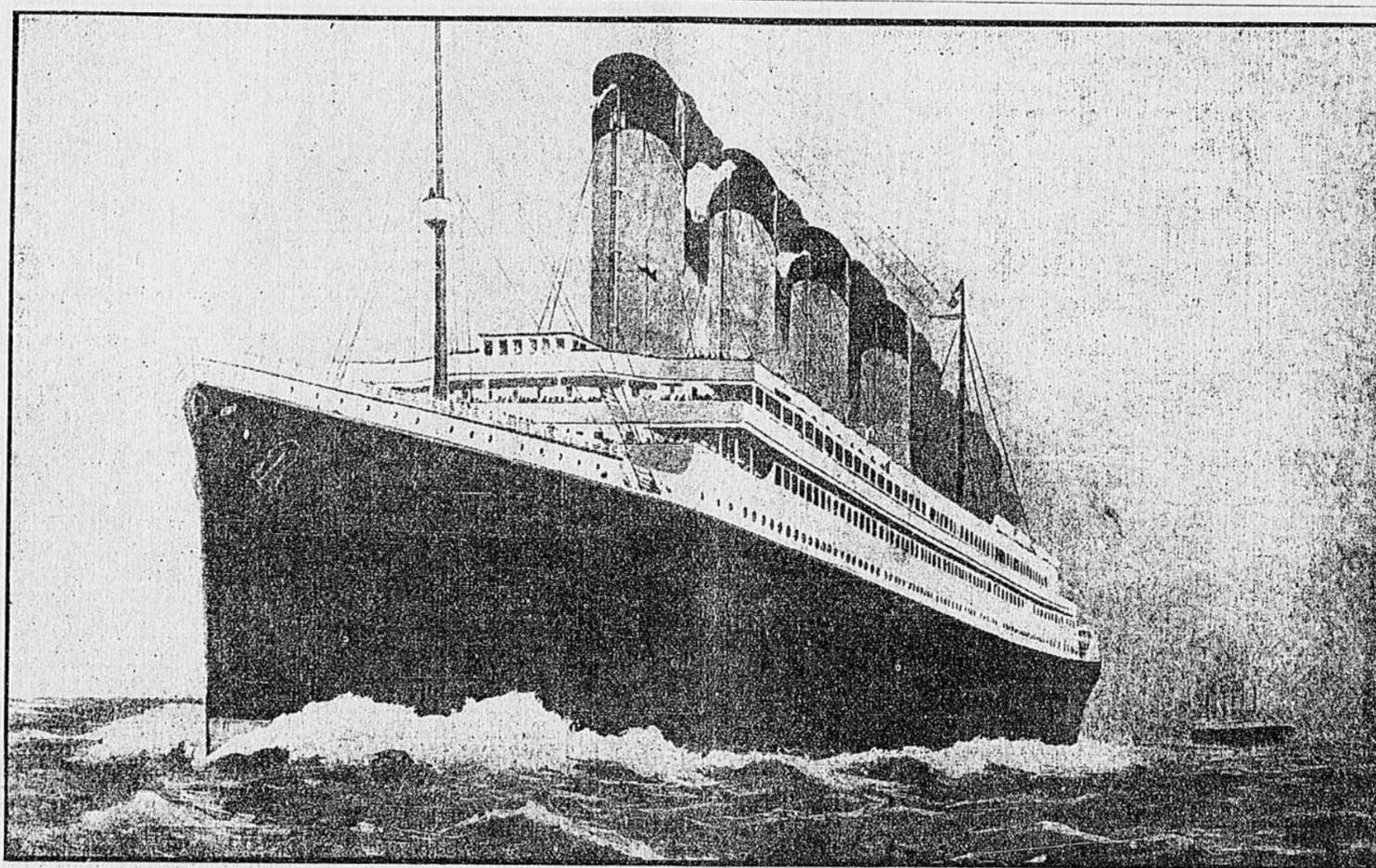
World in Suspense.

It has been many years since the world was left in such suspense and dread as followed the first faltering news for help from the crushed Titanic. At 10:30 o'clock on Sunday night the Virginian, speeding on her way to Glasgow, picked up the White Star steamer's frantic S. O. S., the Marconi signal of distress and peril, that clears the air of all lesser messages and stops ships at sea full in the air tracks. Dash by dash and dot by dot, the wireless operator of the Virginian caught the cry for help: "Have struck an iceberg; badly damaged. Rush aid."

Seaward and landward, J. G. Phillips, the Titanic's wireless man, was hurling the appeal for help. By bits and starts—for the wireless was working unevenly and blurring—Phillips reached out to the world, crying the Titanic's peril. A word or two, scattered phrases, now and then a connected sentence, made up the messages that sent a thrill of appreciation for 1,000 miles east and west and south of the doomed liner.

Rushing to Her Aid.

Other rushing liners besides the Virginian heard the call and became on the instant something more than cargo carriers and passenger greyhounds. The big Baltic, 200 miles to the eastward, and westbound, turned again to save life, as she did when her sister of the White Star fleet, the Republic, was cut down in a fog in January, 1902. The Titanic's mate, Olympic, the mightiest of seagoers save the Titanic herself, turned in her tracks. All along the northern lane the miracle of the wireless worked for the distressed



THE TITANIC.

OF ALL ON BOARD ONLY 675 KNOWN TO HAVE ESCAPED DEATH IN OCEAN

Those Rescued Mostly Women and Children, Who Were Taken Off in Boats.

BITS OF WRECKAGE ALL THAT IS LEFT OF GREAT VESSEL

Steamer Carpathia Is Bringing Survivors to Port—Two Other Vessels Not Heard From, and There Is Faint Hope That They May Have Picked Up Some of Titanic's Passengers. In List of Those Reported Lost Are John Jacob Astor, W. T. Stead and Many Others Who Are of World-Wide Prominence.

New York, April 15.—The text of the message from the steamer Olympic, reporting the sinking of the Titanic and the rescue of 675 survivors, which reached here late to-night, also expressed the opinion that 1,800 lives were lost.

"Loss likely to total 1,800 souls," the dispatch said in its concluding sentence.

It is hoped and believed here that this is an error, unless the Titanic had more passengers on board than had been reported. The list as given out showed 1,310 passengers and a crew of 860, or 2,170 persons in all. Subtracting 675, the known saved, would indicate a loss of 1,495 persons. The Olympic's dispatch follows:

"Carpathia reached Titanic position at daybreak. Found boats and wreckage only. Titanic sank about 2:20 A. M. in 41.16 north, 50.14 west. All her boats accounted for, containing about 675 souls saved, crew and passengers included. Nearly all saved women and children. Leyland liner Californian remained and searching exact position of disaster. Loss likely to total 1,800 souls."

SINKS FOUR HOURS AFTER HER DEATH BLOW

Eighteen hundred persons, it is feared, sank to death early yesterday, when, within four hours after she crashed into an iceberg, the mammoth White Star Line steamer Titanic, bound from Liverpool to New York on her maiden voyage, went to the bottom of the Newfoundland Banks. Of the approximately 2,200 persons on board the giant liner, some of them of world-wide prominence, only 675 are known to have been saved. The White Star Line officers in New York, while keeping up hope to the last, were forced to admit that there had been "horrible loss of life."

Accepting the early estimates of the fatality list as accurate, the disaster is the greatest in the marine history of the world. Nextest approaching it in magnitude were the disasters of the steamer Atlantic, in 1873, when 574 lives were lost, and to La Bourgogne, in 1898, with a fatality list of 571.

Some Hope Remains. Should it prove that liners, notably the Allan Line Parisian and Virginian, known to have been in the vicinity of the Titanic early yesterday, had picked up other of her passengers, the extent of the calamity will be greatly reduced. This hope still remains.

News of the sinking of the liner and the terrible loss of life in consequence came early last evening, with all the greater shock because hope had been buoyed up all day by reports that the steamer, although badly damaged,

COL. JOHN JACOB ASTOR IS AMONG DROWNED

Report Places His Name in List of Titanic Victims.

HIS WIFE IS SAVED

Son, Vincent, Leaves Office of White Star Line in Tears.

(Special to The Times-Dispatch.) New York, April 15.—Among those reported lost on the Titanic is John Jacob Astor. His wife was saved.

(Special to The Times-Dispatch.) New York, April 15.—Colonel John Jacob Astor, reported lost on board the Titanic, was fourth in succession of the family of John Jacob Astor, the pioneer in the fur trade of the Northwest, and was the fourth son of William Astor. He was born at Fern Cliffe, Rhinebeck-on-the-Hudson, July 13, 1866. His mother was Miss Saroline Schermerhorn, a descendant of a Dutch family in Albany.

Colonel Astor was prepared for college by tutors, and at St. Paul's School, New Hampshire. He was graduated from Harvard in 1888, taking the degree of B. S. After college he traveled through Europe extensively. He was married February 17, 1891, to Miss Ava Lewis Willing, of Philadelphia, from whom he was divorced November 2, 1909, in this State. Mrs. Astor got the custody of their daughter, Muriel, while their son, Vincent, went to his father.

Colonel Astor's father died in 1892, and he took up the business of his father's vast estate, becoming the greatest landlord. Among the hotels he built are the Astoria and the St. Regis. He invented a patent bicycle brake that was widely used, a patent road scraper, a patent turbine for steamships, and a rain-making machine. He wrote a book of his travels called "A Journey Into Other Worlds."

Colonel Astor was married at Newport September 8, 1911, to Miss Madeleine Force, the twenty-year-old daughter of William H. Force, of this city.

Colonel Astor's son, Vincent, with his secretary, W. A. Dobbey, and A. J. Drexel Biddle, inquired anxiously at the White Star offices at about 10 o'clock, but when the officials of the line told the meagre news they had, Vincent became much affected and was weeping when he left the office.

A score of inquirers surrounded the information clerk at all times, but they could get no news except that the Carpathia is bringing 650 of the Titanic's passengers.

Sylvester Byrnes, secretary for Isidor Straus, said that Mr. Straus's son, Robert, had left for Halifax, with the expectation of meeting his father there. Jesse Straus, another son, is on board the Hamburg-American liner Amerika, going the other way.

CARRIED NOTABLE PASSENGER LIST

People of Prominence Throughout World Were on Board Wrecked Liner.

(Special to The Times-Dispatch.) New York, April 15.—The Titanic carried a notable list of first cabin passengers. There were 325 first cabin, 285 second cabin and 730 third cabin passengers. Among those who called at the White Star Line office to-day to make inquiries about them were William H. Force and his wife, whose daughter, Madeleine, married Colonel John Jacob Astor, and who was on the Titanic with Colonel Astor.

So did John I. Wallerbury, who is also a director of the company, and those who came to the office, but he said that the "Mr. and Mrs. Morgan" listed on the Titanic's passenger list were not relatives of his. Mr. Morgan is a director of the company, and he held a brief talk with the officials.

Among others who were anxious for information were Ex-United States Senator William Clark, Colonel Daniel S. Appleton, whose sister-in-law was on the Titanic, and W. B. Dobbey, secretary to Colonel Astor.

There are some of the well-known persons who were on the Titanic: Benjamin Guggenheim, who married a daughter of Joseph Seligman, the banker; one of the sons of C. R. Guggenheim, Major Archibald Butt, President Taft's aid, who has been in Rome; W. T. Stead, the English journalist; George D. Widener, Henry Sleeper Harper, a grandson of John Wesley Harper, one of the founders of the publishing house; Washington Dodge and wife, Mr. Dodge was city assessor of San Francisco. He also was president of the Continental Building and Loan Association, which made a stir in California politics in 1905 by involving many members of the Legislature in bribery charges.

It was recalled to-day by friends of Mr. Harper, who has been traveling abroad for about a year, that he was on a ship which rammed an iceberg off the Banks of Newfoundland.

Among the other passengers are Jacques Futrelle and his wife, who write for the magazines; Washington Roebling II, a son of Charles G. Roebling and a grandson of John A. Roebling; Young Mr. Roebling is the inventor of a high power auto, among other things.

Dr. Henry Frauenthal, another passenger, is chief surgeon of the Hospital for Deformities and Joint Diseases, in this city. He has performed several

FINANCIAL BLOW IS VERY SEVERE

White Star Line Will Lose About \$5,000,000 on Vessel Alone.

HAD \$5,000,000 INSURANCE

London Has Report That Vessel Had \$5,000,000 in Bonds and Diamonds Aboard.

(Special to The Times-Dispatch.) New York, April 15.—With the Titanic a total loss, the financial blow to the International Mercantile Marine, of which the White Star Line is a part, will be severe, probably amounting to over \$3,000,000. While the officials of the company declined to say to-day how much insurance was carried in the big ship, it is known that the amount was about \$5,000,000. This insurance was distributed among many companies. Part of the insurance, but only a small part, was carried by the White Star Line itself.

As to cargo, it was insured by the shippers. The company has nothing to do with the insurance of the cargo. The Titanic carried a cargo of 1,499 tons, of what is known as case goods, a high class cargo consisting of linen and mercantile goods. It was estimated to-day by an official of the White Star Line that the cargo was worth probably \$750,000.

If there were any diamonds on board, the White Star Line officers here had not been notified to that effect. There was a report in London that the Titanic carried about \$5,000,000 in bonds and diamonds. This statement could not be verified here. It is known that Iceberg & Company.

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OFFICIALS CONCEDE GREAT LOSS OF LIFE

PEOPLE ON SHIPS GET FIRST NEWS

Many Vessels Were in Wireless Communication With Titanic.

(Special to The Times-Dispatch.) New York, April 15.—Thousands of Americans and others afloat probably had more news about the Titanic's mishap than the residents of this neighborhood knew this morning from editions of the morning newspapers. She was in direct wireless touch with thirteen passenger-carrying steamships bound east and seven bound west, besides those that went to her help. By relaying the messages, this fleet probably communicated the news to another fleet almost as large, nearing this coast or just departing from it, or close to the coast of Europe, so the whole people sea, from shore to shore, was able to discuss the collision at breakfast and luncheon.

Among the eastbound craft that were close enough to the Titanic to get her call for help were the Hamburg-American liner America, for Hamburg; the Germania, of the La Veloce Line, for the Mediterranean; the Hamburg-American liner Pennsylvania, for Hamburg; the North German-Lloyd liner Berlin, for the Mediterranean; the Red Star liner Vaderland, for Antwerp; the North German-Lloyd liner, for Bremen; the Friedrich Wilhelm, for Bremen; the Fabre liner Germania, for Marseilles, and the Anchor liner Calabria, for the Mediterranean.

Some of those coming this way that probably heard the wireless call and got all of the detailed information sent

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Early in Evening White Star People Admit Magnitude of Disaster.

STILL HOPING FOR BEST

Believed News From Parisian and Virginian Might Prove Reassuring.

(Special to The Times-Dispatch.) New York, April 15.—At 8:15 to-night it was stated officially at the White Star Line offices that probably a number of lives had been lost in the Titanic disaster. No definite estimate could be made, it was said, until it was positively learned whether the Parisian or Virginian had any of the rescued passengers on board.

Concedes Horrible Loss of Life. Vice-President Franklin, at 8:40 o'clock to-night, conceded that there had been "a horrible loss of life" in the Titanic disaster. He said that he had no information to disprove the Associated Press dispatch from Cape Race to the effect that only 675 of the passengers and crew had been rescued. He said that the monetary loss could not be estimated to-night, although he intimated that it would run into the millions.

"We can replace the money," he added, "but not the lives." Mr. Franklin said: "It has been rumored from Halifax that three steamers have passengers on board, namely, the Virginian, the Carpathia and Parisian. Now we have heard from Captain Haddock that the Titanic sank at 2:20 o'clock this morning. We have also learned from him that the Carpathia had 675 survivors on board. It is very difficult to learn if the Virginian and the Parisian have any survivors on board. We have asked Captain Haddock and our agent at Halifax to ascertain if there are any passengers aboard the two steamships."

"We very much fear, however, that there has been a great loss of life, but it is impossible for us to give further particulars until we have heard from the Parisian and Virginian. We have no information that there are any passengers aboard these two steamships."

Mr. Franklin said that there was a sufficient number of lifeboats to take all the passengers from the Titanic. He said that he had been confident to-day, when he made the statement that the Titanic was unsinkable, that the steamship was safe, and that there would be no loss of life. The first definite news received came in the message from Captain Haddock, he said, and was given to the Associated Press at once.

Full Message Not Given. President Franklin positively refused to give out the full text of the message received from Captain Haddock, of the Olympic, reporting the sinking

PREVIOUS BIG SEA DISASTERS

Date.	Name.	Accident.	Lost.
January 13, 1895.	The Elbe.	Collision.	330
July 4, 1898.	The Bourgogne.	Collision.	530
July 3, 1904.	The Norge.	Foundered.	759
September 12, 1905.	The Mikasa.	Explosion.	509
June 15, 1904.	The General Slocum.	Fire.	959
February 12, 1907.	The Larchmont.	Collision.	188
February 21, 1907.	The Berlin.	Run on pier.	150
April 25, 1908.	The Gladiator.	Collision.	30
July 25, 1908.	The Viking King.	Foundered.	309
August 24, 1908.	The Polgenfontein.	Collision.	70
November 6, 1908.	The Toish.	Sunk.	150
January 23, 1909.	The Republic.	Collision.	0
February 2, 1911.	The Abenton.	Wrecked.	70
April 10, 1911.	The Ironsides.	Wrecked.	20
April 23, 1911.	The Asia.	Run aground.	20
September 5, 1911.	The Tucapel.	Wrecked.	41
October 2, 1911.	The Hatfield.	Collision.	200
April 3, 1911.	The Koombona.	Wrecked.	150

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